



## NCDOT Prioritization 3.0 Project Summary

**SPOT ID:** H090390-C

**Mode:** Highway

**Status:** Submitted

### SR-1175 (Kerr Avenue)

**From/Cross Street:** US 74 (Martin Luther King, Jr. Parkway)

**To:**

**Length:** 2

**Specific Improvement Type:** 7 - Upgrade At-grade Intersection to Interchange or Grade Separation

**Project Category:** Statewide Mobility

**TIP#:** U-3338C

**Fully Funded in Draft STIP?** No

**Cost to NCDOT:** \$20,755,000

#### Description:

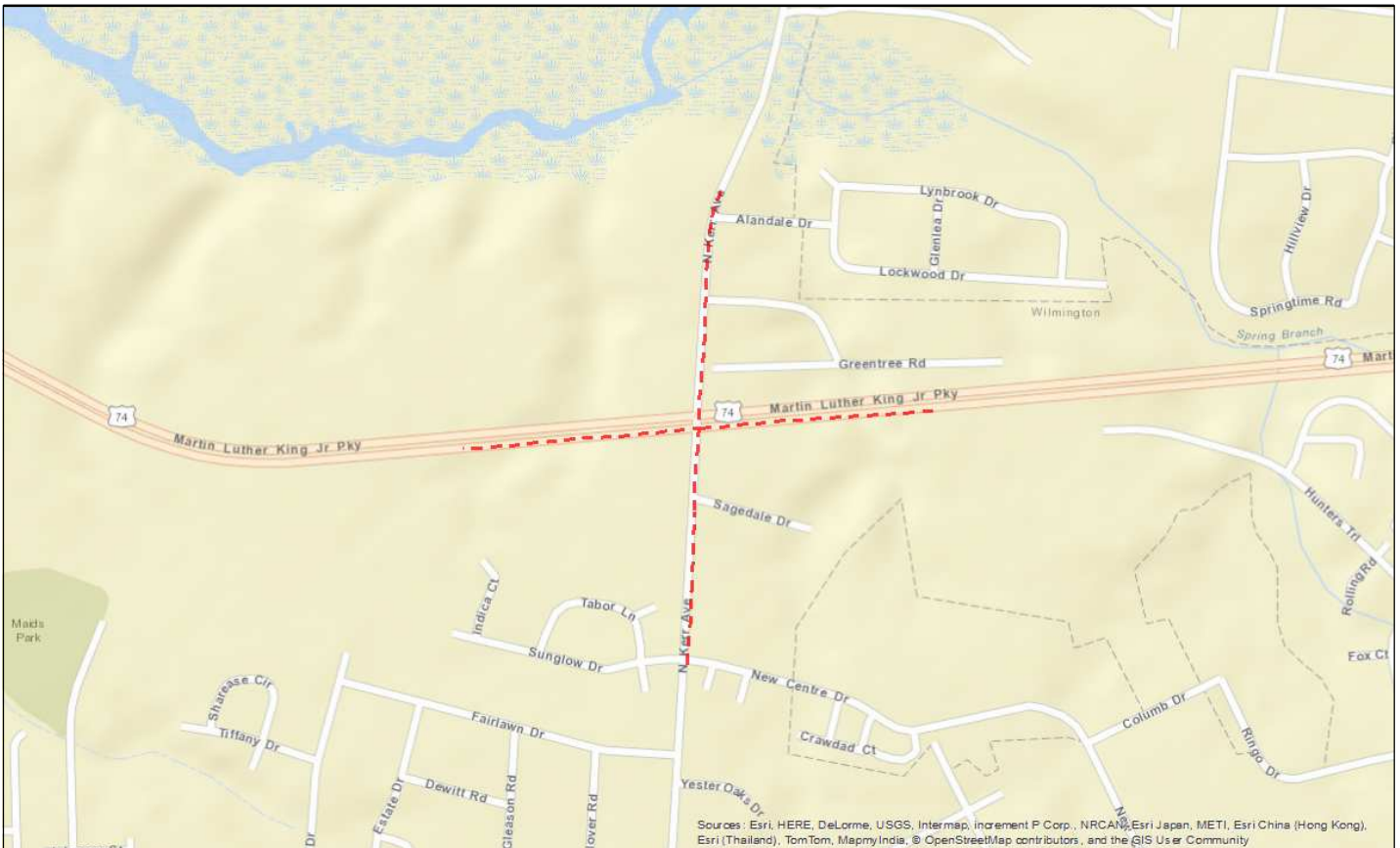
Convert at-Grade intersection to interchange.

**Division(s):** Division 3

**County(s):** NEW HANOVER

**MPOS(s)/RPO(s):** Wilmington Urban Area MPO

#### Project Location



**Statewide Mobility Total Score: 25.95**

<b>Quantitative Score</b>	<b>Division Engineer Local Input Points</b>	<b>MPO/RPO Local Input Points</b>
Congestion (V/C) (30%) 36.26 Safety (10%) 100.00 Economic Competitiveness (10%) 11.79 [Travel Time] Benefit/Cost (30%) 7.19 Multimodal + [Freight & Military] (20%) 8.69	N/A	N/A
<b>Totals: Weight: 100% Weighted Score: 25.95</b>		

**Regional Impact Total Score: 57.71**

<b>Quantitative Score</b>	<b>Division Engineer Local Input Points</b>	<b>MPO/RPO Local Input Points</b>
Safety (25%) 100.00 [Travel Time] Benefit/Cost (20%) 7.19 Multimodal + [Freight & Military] (25%) 8.69	Percent: 15% Points: 94	Percent: 15% Points: 100
<b>Totals: Weight: 70% Weighted Score: 28.61</b>		

**Division Needs Total Score: 53.12**

<b>Quantitative Score</b>	<b>Division Engineer Local Input Points</b>	<b>MPO/RPO Local Input Points</b>
Congestion (V/C) (20%) 36.26 Safety (20%) 100.00 Multimodal + [Freight & Military] (10%) 8.69	Percent: 25% Points: 0	Percent: 25% Points: 100
<b>Totals: Weight: 50% Weighted Score: 28.12</b>		

**Project Data \*****Existing Conditions**

Existing Cross-Section:	
Speed Limit:	55
Length (miles):	2
Facility Type:	Multi-Lane Highway
Access Control:	Limited
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
Lane Width:	12
Paved Shoulder Width:	11
Roadway has Curb & Gutter?	No
Volume (AADT):	39476.79
Capacity:	115688.52
Volume/Capacity Ratio:	0.34
% Autos:	96%
% Trucks:	4%
Truck Volume:	1738.44
Crash Density:	0
Crash Severity:	0
Critical Crash Rate:	0
Crash Frequency:	100
Severity Index:	100
County Tier Designation:	3
Non-Interstate STRAHNET Route?	No
Average Commuting Time:	18
Existing Median Type (for Cost Estimation):	Divided
Pavement Condition Rating:	75
Actual Congested Speed:	0
Travel Time Index:	

**Project Benefits**

Project Cross-Section:	
Speed Limit:	55
Length (miles):	2
Facility Type:	Freeway
Access Control:	Full
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	10
Travel Time Savings for 30 Years (Total):	6658000
Travel Time Savings for 30 Years (Autos):	6364801.41
Travel Time Savings for 30 Years (Trucks):	293198.59
Long-Term Employment:	99
% Change in Economy:	0.00013678
Provides Direct Connection to Transportation Terminal?	No
Does project upgrade how the roadway functions?	Yes
In CTP or LRTP?	No
CTP/LRTP Name:	
CTP/LRTP Completion Year:	
Submitted by:	Division 3

\* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT Online tool and associated databases.

**Project Ownership****Division**

<b>Division</b>	<b>Percent</b>	<b>Regional Impact</b>	<b>Division Needs</b>
Division 3	100%	94	0
	0%	0	0
	0%	0	0
<b>TOTAL Division Points</b>		<b>94</b>	<b>0</b>

**MPO/RPO**

<b>MPO/RPO</b>	<b>Percent</b>	<b>Regional Impact</b>	<b>Division Needs</b>
Wilmington Urban Area MPO	100%	100	100
	0%	0	0
	0%	0	0
<b>TOTAL MPO/RPO Points</b>		<b>100</b>	<b>100</b>

**Project Cost and Source**

Construction Cost:	\$11,900,000	TIP Unit
Right-of-Way Cost:	\$7,825,000	TIP Unit
Utilities Cost:	\$1,030,000	TIP Unit
Total Project Cost:	\$20,755,000	
Other Funding:	\$0	None
<b>Cost to NCDOT :</b>	<b>\$20,755,000</b>	